

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1.-8. (cancelled)

9. (currently amended) A clutch arrangement for a motor vehicle, said arrangement comprising:

a housing which can contain a fluid and can rotate about an axis;

a power takeoff element which is coaxial with said housing and can rotate about said axis;

at least two first friction elements connected to one of said housing and said power takeoff element for rotation in common; and

at least two second friction elements connected to the other of said housing and said power takeoff element for rotation in common, said second friction elements alternating axially with said first friction elements, each said second friction element comprising a friction lining carrier consisting of a metal plate having a plurality of circumferentially spaced carrier segments, each said carrier segment carrying a pair of axially oppositely facing friction lining segments,

wherein said carrier segments and said friction lining segments have circumferentially facing surfaces forming fluid transport surfaces which cause fluid to circulate around parts of said friction elements and wholly within said housing.

10. (previously presented) The clutch arrangement of claim 9 wherein the first friction elements are connected for rotation in common with the power takeoff element.

11. (previously presented) The clutch arrangement of claim 10 wherein each said friction lining carrier comprises a ring-like body section which engages said housing, said carrier segments extending radially inward from said ring-like body section.

12. (previously presented) The clutch arrangement of claim 9 wherein each said friction lining carrier comprises a ring-like body section which engages said power takeoff element, said carrier segments extending radially outward from said ring-like body section.

13. (previously presented) The clutch arrangement of claim 9 wherein said first friction elements are in the form of metal plates having no friction linings.

14. (currently amended) The clutch arrangement of claim 9 wherein each said carrier segment has an outer contour, each said carrier segment carrying only two said friction lining segments, each said friction lining segment having an outer contour which conforms essentially to the outer contour of the respective carrier segment.

15. (previously presented) The clutch arrangement of claim 9 wherein each said first friction element faces at least one second friction element without any intervening structural member.

16. (previously presented) The clutch arrangement of claim 9 wherein each said friction lining carrier consists of a planar metal plate.

17. (new) The clutch arrangement of claim 9 wherein each said circumferentially facing surface of each said carrier segment is substantially coextensive with a pair of circumferentially facing surfaces of a respective pair of friction lining segments.

18. (new) The clutch arrangement of claim 17 wherein each said circumferentially facing surface of each said carrier segment is substantially coplanar with said pair of circumferentially facing surfaces of said respective pair of friction lining segments, whereby each said fluid transport surface is substantially planar.

19. (new) The clutch arrangement of claim 9 wherein each said friction lining carrier comprises a ring-like body section from which said carrier segments extend radially, each said carrier segment comprising a web portion between said ring-like body and said friction lining segments, each said web portion having a circumferential width which is substantially less than the circumferential width of the friction lining segments, whereby adjacent said web portions are circumferentially farther apart than adjacent said fluid transport surfaces.

20. (new) The clutch arrangement of claim 9 further comprising:
a housing hub to which said housing is fixed; and
an axially moveable piston centered between said hub and said housing for engaging said first and second friction elements.